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"CHINA MAIL" OFFICE.

The China Mail

Established February, 1840.

THE HONGKONG CHINESE MAIL
報日字華語
Hongkong Wu Yih Po,
ISSUED DAILY.
Crown-UP MAN
Manger and Publisher,
SUBSCRIPTION
Five Dollars a year, deliverable in Hong
kong, Despatched on the 11th instant,
including postage.

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HONGKONG, THURSDAY, NOVEMBER 22, 1894.

日五廿月十一年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

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HEDGES & CO., Shanghai, LANE, CRAW-
FORD & CO., and KELLY & WALSH,
Yokohama, LANE, CRAWFORD & CO.,
and KELLY & CO.

Intimations.

HONGKONG RIFLE ASSOCIATION.

MEETING to be held on FRIDAY, at
2 p.m., and on SATURDAY, at 10
a.m., 23d and 24th November.

1.—Association.—Carbine Competition.
Distance, 600 yards. No. of Shots,
seven. Entrance, one dollar. Any
position. Four prizes: \$6.00, \$4.00,
\$2.00, \$1.00.

2.—Association. Distance, 600 yards. No.
of Shots, seven. Entrance, one dollar.
Any position. Five prizes: \$10.00,
\$8.00, \$6.00, \$4.00, \$2.00.

3.—Association. Distance, 600 yards. No.
of Shots, seven. Entrance, one dollar.
Any position. Five prizes: \$10.00,
\$8.00, \$6.00, \$4.00, \$2.00.

4.—Association. Highest aggregate in 2nd
and 3rd Competition, to be paid into
the Association Fund.

5.—Association. Nursery aggregate re-
stricted to Members who have never
been outright an Association Subscrip-
tor or a first or second prize ex-
ceeding the value of \$1 at any previous
meeting in Hongkong or else-
where and whose respective scores in
Nos. 2 and 3 make the highest aggre-
gate.

Entrance \$1.00. Five prizes: \$10.00,
\$8.00, \$6.00, \$4.00, \$2.00.

6.—Association. Championship. Entrance
one dollar. Conditions to be decided
on the ground by the Committee.

A shooting shot can be had in competi-
tions 1, 2 and 3 on payment of ten cents.

The time of shooting will be notified in
the papers as usual.

G. K. MOORE,
Hon. Secretary.

Hongkong, November 21, 1894.

Business Notices.

LANE, CRAWFORD & CO.

CHRISTMAS 1894!

TOYS.

DOLLS, TALLY HO! CARTS, HORSES, CARTS, FUR
and RUBBER TOYS, TEA SETS, BRICKS, SKITTLES,
PUZZLES, BUILDING TOYS, GUNS, SWORDS,
COOKING RANGES, YACHTS, TOOL CHESTS,
PERAMBULATORS, MUSICAL TOYS, MECHANICAL
TOYS.

&c., &c., &c.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, November 20, 1894. 1878

MOUNT AUSTIN HOTEL.

TELEGRAPHIC ADDRESS: HONGKONG, 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE

A. B. C. COde.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the

Hill District. The air is delightfully cool and bracing; the temperature being at

least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN

STEWARD.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of

VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at

reduced rates.

For further Particulars, apply at the Office, 38 and 40, Queen's Road Central, or to

THE MANAGER, Mount Austin Hotel.

Hongkong, September 24, 1894. 1523

W. POWELL & CO.

WINTER STOCK OF FENDERS

(\$3.50 to \$40.00 each).

FIRE IRONS

(\$2.50 to \$20.00 set).

W. POWELL & CO.

Hongkong, October 29, 1894. 1742

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR STEAMSHIP. DATE. REMARKS.

JAPAN. Ancona. Daylight, 23rd Nov. Freight or Passage.

LONDON. Bombay. About 27th Nov. Freight or Passage.

SHANGHAI. Shanghai. About 1st Dec. Freight or Passage.

SHANGHAI. Siam. About 3rd Dec. Freight or Passage.

LONDON. &c. Ravenna. Noon, 6th Dec. See Special Advertisement.

JAPAN. Verona. Noon, 7th Dec. Freight or Passage.

LONDON via MARSEILLES. Canton. About 15th Dec. Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office. H. B. JOSEPH, Superintendent.

Hongkong, November 22, 1894. 1883

XMAS CARDS.

H.-KONG TRADING CO.

ARE SHOWING

A LARGE AND WELL-SELECTED STOCK OF XMAS & NEW YEAR CARDS.

No. 1 to 5, D'AGUILAR STREET.

Hongkong, November 12, 1894. 1827

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN" A. B. C. COde.

BOARD AND LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

THE HOTEL STAM LAUNCH conveys passengers and baggage to and from all Mail

Steamers.

R. TUCKER, Manager.

HOTEL CHAMBERS.

BOARD and LODGING, from \$6 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager,

or R. LYALL, Secretary.

Hongkong, November 11, 1894. 1949

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is now Ready,

and may be had at the

OFFICE OF THE PAPER,

MONTE LANE, CRAWFORD & CO.'S,

MONTE KELLY & WALSH,

AND Mr. W. BREWER,

A. C. MARSHALL,

Manager, Hongkong.

Price 50 Cents.

Hongkong, May 17, 1894. 1885

CHINA MAIL OFFICE.

Hongkong, August 18, 1894. 1886

Intimations.

VICTORIA LODGE

No. 1626.

A Regular MEETING of the above

LODGE will be held in the

FRATERNAL HALL, Zealand Street, THIS

EVENING, the 23d Instant, at 8.30 for

9 p.m. precisely. Visiting Brethren are

cordially invited.

Hongkong, November 22, 1894. 1872

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 4.

LAMKO LIGHTHOUSE.

NOTICE is hereby given that the Light

at LAMKO was EXTINGUISHED for the

first time at Sunset on the 15th November.

The illuminating apparatus is a two-sided

Dioptric one, of the Fourth Order, showing

white flashes at intervals of 20 seconds.

The Lighthouse stands about 253 yards

to the southward of high-water mark on

Lamko Point, and the Light, which is ele-
vated 63 feet above the level of the sea,

should be visible in clear weather at a dis-
tance of 124 miles in all directions where it

is not obscured by land.

The tower is an iron screw pile structure,

55 feet high, with total height from its

base to the lantern vase of 67½ feet.

The tower is painted white with two red

horizontal bands; the dwellings are white.

Approximate position:—

Latitude 20° 0' 30" N.

Longitude 109° 42' 15" E.

GATION.

As there are extensive reefs to the north-
ward and westward of Lamko Point, vessels

are recommended to pass the Lighthouse at

a distance of not less than two miles.

O. J. PRICE,
Acting Harbour Master.

Approved.

F. S. UNWIN,
Acting Commissioner of Customs.

Custom House,

Kiungchow, 16th November, 1894. 1862

CHAR. J. GAUPP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

REGATTA NOTES.

The enthusiasm in Regatta matters during the past week makes me think my notes of last Thursday have had a salutary effect. All the crews are working hard, some of the men going out twice or thrice a day. I hope they won't overdo it. Over-work makes one stale, and a stale man is worse than one undrained. I have got my weather eye on one or two young men who are in this respect; one has been out in the early morning training. I don't believe in hard work in the morning (or at any time, I can hear some one say) in a climate like ours. A man cannot do a couple of hours' training in the morning, go to business, and have two more hours' work in the evening without feeling it. I would advise no morning training beyond an easy walk. There is no necessity to 'bucket' round Kennedy Road, as I see several members doing.

I should like to say a word or two to the strokes and coxswains before participating crews. Last week I mentioned the want of 'coaches.' This week I notice the effect of bad cox. The cox are trying to coach and their coaching consists entirely of calls for half-a-dozen here and a dozen there, and another and another, until the men are thoroughly pumped out and can neither sit the boat nor pull through their crew. They get hurried and flurried until their practice becomes a scramble, and when they return they are none the better for the outing. A good coach wants to get his men into the swing, slide and catch together before giving them a half-dozen at racing speed. The crews can afford to take another week for easy work, and then during the last two weeks do as much hard work as they like, always remembering even that too much 'bucketing' does more harm than good.

Considerable progress has been made by the crews in the Chairman's Cup. Hayward's boat is now going extremely well, and I am glad to say, for the amour propre of the youth, that his bow has improved greatly. I hear that he 'took on' badly about my remarks last week. Let him; they were meant for his good, and I am pleased to see they have had the desired effect. This crew is very confident of winning, and some of the 'old hands' fancy the race lies between Hayward and Grimes, the latter being, if anything, the favourite just now. R. F. Lammert's crew has been out nearly every night, but on two occasions were stroked by F. Lammert, as his brother has a bad finger. No. 3 must try and hold his slide and come forward a little faster. No. 2 is rapidly getting into trim. Grimes' crew, if properly stroked, ought to win. They will have to give up the early morning practice, however, if they mean to keep in form. No. 2 want to pull their oars through. E. A. Lammert's grime crew does not impress me favourably. It wants more careful training. Armstrong pulls well at No. 3. With G. H. Potts instead of the versatile Brady, Stopeni's crew has improved. Sorry to say it, Brady, but it's true! The balance of the boat is not what it ought to be. Stroke side is too strong. Duncan has taken the greatest interest in his crew, and it will be no fault of his if they have not benefitted by his careful training. The most remarkable item, therefore, with regard to this race is the wonderfully improved form of Hayward's boat.

There is some stir now in the International. Mr Stewart Lockhart has been on the war-path. He has tried several combinations, but up to the present the Scotch crew is not quite formed. They are lucky in having such an enthusiastic 'sport' to look after them, and it says something for his patriotism that he has now come forward to look them into shape. It will be all the better for him to get away from his multifarious duties for an hour on the water in the evenings. Men's send, &c., as His Excellency would say. Rather like the crew that went out last night—Duncan, Armstrong, McArthur, and Fullerton; but, without dragging bow's rowing, I think that Meek (who is showing much improvement in the training goes on) would make a better bow. The English, as an old 'wet bow,' said the other day, have Hobson's choice. They rely upon G. C. Hayward, Master, G. H. Potts, and Turner. Mounsey is not a member of the V. R. C., and cannot well take part in the race. If Potts could have gone behind Hayward the combination would have been better. I don't think they will get even second place. The Irish crew—the 'Spanish' Grimes having been obliged to acknowledge his nationality at last. With a splendid No 3 to give the boat a lift he ought to do well. The crew in—Grimes, Sanders, Brown, and Barlow. They will have to do a lot of work for the sake of Brown and Barlow. I am inclined to make the Irish crew favourite. The Germans have not been out, but will go out for the first time on Friday night. They have just wakened up to the fact that the combinations against them are likely to be more powerful than last year. Friedrich's crew will be sadly missed.

The 'Boys' are determined to carry off the Ladies Prize and are working hard for it. They will have to meet good crews, and as the crew of the new Boating Club will enter fresh, it is not beyond the bounds of possibility that the new venture will 'scoop' in this event. The Boating Club (or will consist of) Macaulay, Theodore

Lambert, Scott and Master—a splendid combination. The Bank four is said to be very good, but I cannot say more about it just yet. Grimes is mentioned as favourite for this event too, and the way in which his crew has been going has greatly pleased his supporters. I do not think he will manage to haul off the event. The Boating Club four seems good enough for anything, and though it were merely for the purpose of encouraging rivalry, I should like to see them win.

For the German Cup, there are thirty-four names entered. As there can be only six crews, some of the aspirants to honour and glory will have to be content to watch the race instead of participating in it. It is encouraging to see so much interest being taken in the old Club.

The Open Pairs bids fair to be an interesting event. The following are the combinations I hear of:—R. F. Lammert and Macaulay; G. C. Hayward and E. A. Lammert; Macaulay and Stopeni; Sanders and McArthur; Grimes and Jurado. The Professor's Cup, I am afraid, will not be a success. They only three likely entries are—H. K. and Shanghai Bank, Shawan and Co., and the Taikoo. With the increasing interest in Hong events this might as well have been left a Hong pair race. The City Club is giving a cup for the Tub race, but who are likely to enter I have not yet learned. This is quite a sporting departure for the popular City Club, and the members of the V.R.C. will appreciate such a timely offering. According to this, I notice that the City Club is very enthusiastic over boating at present, a branch of exercise that would help training men to harden their biceps considerably.

The following will probably be the programme for the Regatta:—

First Day.

GARFITT'S RACE.—Tub Sculls (one mile)—open to members not rowing in any other regatta during the Regatta.

CHALMERS' CHALLENGE CUP, for Four-oars (one mile and a quarter).

LIGHT GIGS (one mile)—Open to European N. C. O. and men of any Regiment or Corps of the Garrison, H.M. vessels, or Police Force.

HONG GIGS (Chinese), steered by a European.

MEMBERS' CUP (one mile)—Pair oars.

HARBOUR POLICE (Chinese).

LADIES' PRIZE (one mile)—Four oars.

CHINESE SNAKE BOATS.

PROFESSION CUP (one mile)—Four oars—open to members of the same profession.

Second Day.

LIGHT GIGS—Soldiers, sailors and police.

INTERNATIONAL CHALLENGE CUP—(one mile and a quarter)—Four oars.

CHINESE SNAKE BOATS.

HONG GIGS (Chinese).

DOCTOR SCULLS (one mile).

GERMAN CUP (one mile)—Four oars.

HARBOUR POLICE (European).

GARRISON'S FOOLS (one mile)—Open to members and subcribers of the V.R.C. who never won a race at a Regatta in China.

SPECTATOR.

ROYAL HONGKONG YACHT CLUB. The Sailing Committee of the Club has considered the protests lodged by the Payne and the Erica against the Ladybird on Sunday's race. The protest by the Payne was dismissed, but the protest of the Erica being sustained Ladybird was disqualified for second place. The points gained by the first-class boats up to the present time are as follows:—

Ladybird (Mr Denison) 14
Erica (Mr Hartigan) 10
Dart (5th Regt.) 10
Stella (Capt. Sterling) 4
Ladybird (Mr Wilkinson) 1
Petrel (Royal Artillery) 1

The course for the third club race is as follows:—From the Submarine Mining Pier, Wellington Barracks, round No. 1 Dock Buoy, mark boat off Lysemon, No. 1 Dock Buoy, mark boat off Lysemon (leaving all to starboard on each occasion); 14 miles.

It has been arranged to hold three Regatta races. On the 13th December there will be a race for each class—time allowances for rating. On the 14th December there will be a handicap for all the boats. The special handicaps will be published.

On the 2nd December there will be a special Club race for a cup presented by the Garrison.

THE very 'newest' thing from Paris is, it seems, the Divorce Card. The form of this new social announcement is, according to the Figaro, as follows:—

Dr Hartigan—Seven dares from 'simple' confined fever is unusual.

On the suggestion of Dr Hartigan, it was decided to enquire into several cases of dropsy at the Tung Wah Hospital.

ASSISTANT SURVEYOR.

It was agreed, on the motion of the President, to recommend Mr E. A. Ramsay to be appointed Assistant Surveyor at a salary of \$250 per month. Mr May said that was as much as the present Surveyor got.

Dr Hartigan said it might be stated that the recommendation was made by the Board unanimously. They know what Mr Ramsay could do.

SANITARY OVERSEER.

Twenty-one applications had been received for the post of Sanitary Overseer. After some discussion it was agreed to appoint W. Townsend, at present a turnkey in Victoria Gaol and formerly Sapper in the Royal Engineers. He will be taken on probation after medical examination.

FORERUNNER OF WORK.

It was agreed, only four applications having been received for the post of Sanitary Overseer, to make his choice to the Sanitary Surveyor to make his own choice.

ADDITIONAL STAFF.

A letter was read from the Acting Colonial Secretary, stating that His Excellency was prepared to appoint the additional staff recommended, whenever the Board submitted a list of nominees for the posts, and that provision would be made in the Estimates for next year for the salaries and allowances required.

It was agreed to advertise for six additional Inspectors of Nuisances and six interpreters.

The Board then adjourned for a fortnight, when the applications will be considered and disposed of.

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon, Mr F. H. May, (Captain Superintendent of Police) presiding. There were also present—Hs. Dr Ho Kai, Dr W. Hartigan, Mr R. K. Leigh, and Mr H. McCullum (Secretary).

RESIGNATION OF MR LAU WAI CHUEN.

A letter was read from the Acting Colonial Secretary, accepting the resignation of Mr Lau Wai Chuen.

IN SANITARY HOUSES.

Mr J. R. Crook, Sanitary Surveyor, submitted a long report on the state of houses in Western Street, Fuk Luk Lane, Third Street and Gough Street.

The following minutes were adopted:—

Mr J. J. Francis, Q.C.—This report on the state of the houses on Island lot 679 is much more detailed than any to which we have been accustomed, and, so far, a great improvement; but it cannot be acted on in its present state as there is no certificate of the Surveyor that the 'drains are in an insanitary and defective condition.' Without this report does not distinguish the property of different owners, and it is mixed up in a very confusing way things that must and ought to be kept separate. There are some defects common to the whole block that can only be put right by the re-lining of the whole block on a common plan, and by special order communicated to all the owners and requiring their co-operation. There are defects, peculiar to each house, different in each in some respects, which only the owner of the house can be noticed and called upon to repair. There are defects which seem to have nothing to do with the drainage by-laws at all, as Mr Drury remarks about the absence of real kitchens in 33, 35, 37, 39. This may require the attention of the Board under other by-laws, but is not relevant in this report. There are remarks about the pavement of Fook Loong Lane and the necessity of relaying it and making provision for keeping the storm-water out of the Puk Fo Lum Road that seem to me outside the scope of the report at all. They concern the P.W.D., if any one. They are using a complicated report of that sort before the Board. It cannot make a just or fair order on it. It could only do right and justice by referring it to a special committee.

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PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Nov. 28, at daylight.
London, New York, Boston, Baltimore, New Orleans, Galveston & South American Ports.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 10th day of December, 1894, at 3 p.m., the Company's S.S. SACHEN, Captain H. SUMNER, with MAIDS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 8th December, and Specie will be received on board until NOON, the 10th December, and Parcels will be received (at the Agency's Office) on NOON, the 9th December. Contracts of Passages are required. No Parcel Receipts will be signed at more than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

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NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIK PORTS; ALSO,

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Hongkong, November 16, 1894. 1850

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